

### **2.2.2 North 48<sup>th</sup> Street**

Intersection delay studies were conducted at seven (7) signalized intersections along this corridor. Table 17 summarizes the results of both the “before” and “after” intersection delay studies. Delay and LOS are reported for the overall intersection as well as for each individual approach for each of the three peak time periods. Delay study computations for each intersection are provided in Appendix B.

From a general perspective, most intersections were observed to increase in overall average intersection delay between “before” and “after” studies. However, during the AM Peak and Midday time periods, all intersections maintained LOS ‘C’ or better with the exception of 48<sup>th</sup> Street/Cornhusker Hwy, which decreased from LOS ‘C’ to LOS ‘D’ during the AM Peak. “After” studies for the PM Peak showed the intersections at Vine Street, Holdrege Street and Cornhusker Highway to be operating at LOS ‘D’, with the remaining intersections operating at LOS ‘C’, or better.

Dual intersection delay studies were conducted at the intersections of 48<sup>th</sup> Street/Vine Street and 48<sup>th</sup> Street/Holdrege Street for both the “before” and “after” scenarios to determine the variability in delay resulting from collecting data on different days. Variability between stopped delay measured on different days for both the “before” and “after” studies at the intersection of 48<sup>th</sup> Street/Vine Street was no greater than 7.1 sec/veh. At the intersection of 48<sup>th</sup> Street/Holdrege Street, variability ranged from 1.1 sec/veh to 9.5 sec/veh. However, with the exception of the “after” study for the PM Peak time period, variability was less than or equal to 4.2 sec/veh for all other time periods for both the “before” and “after” studies at the Holdrege Street intersection.